

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:05 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 305 Const Calendar Day: 984 Date: 19-May-2012 Saturday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:50 AM 05:30 PM Break: 00:30 Over Time: 10:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Cable Band

Overview of work today:

Cable band (CB) installation was ongoing on the South main-span & South side-span, & they were un-installing CBs in the North main-span & North side-span. Also, they were tensioning CB bolts on the South side-span.

I was inspecting James Sturgeon's crew on CB bolt tensioning & Tony Costa's crew on various duties including un-installing CBs. See below for a list of labor for these crews. Others (L. Woo, S. Daouk, V. Altamarano, M. Bruce) were inspecting the CB installation, CB cleaning, & CB grinding. See their diaries for additional details.

- I arrived at the pier 7 office at 06:50, & was on the bridge at 07:10.

Work on CB installation & tensioning:

- From 07:10 until 07:45, James' crew was mobilizing the tensioning equipment to PP38N to try to equalize gaps between CB halves.
- From 07:10 until 08:00, Tony's crew was un-installing the CB at PP36N.
- From 07:45 until 08:45, James' crew was tensioning the CB bolts at PP38N. They tried to equalize the gaps before tensioning all of the bolts up simultaneously.
- From 08:00 until 09:15, Tony's crew was un-installing the CB at PP34N. After the CB was removed, it was noticed that there is one broken wire near the bottom of the Cable in the area that was near the uphill edge of the CB. Also, several of the CB bolts had some galvanizing damage. See attached photos. I called Roman Granados to inform him of these details.
- From 08:45 until 09:30, James crew was mobilizing the tensioning equipment to PP38S for initial tensioning. During this time, I made the final CB measurements at PP38N of the gaps between CB halves, offsets to the 1.5m reference lines, circumferences, rotation line offset from top groove center, & suspender groove alignment. All of the checks were within tolerance. However, I noticed that it appeared as if the gaps between CB halves were bowed, indicating some possible bending in the CBs. This was most apparent in the areas that are farthest away from the suspender rope flanges. These areas away from the suspender rope flanges (least stiff) also had the smallest gaps between CB halves. I called Roman Granados to let him know about these observations, & he said that he would inform Design. I did not sign off on ABF's buy-off sheet on this CB until we hear from Design on the CB bending issue.
- From 09:15 until 10:30, Tony's crew was loading CBs onto a truck to have them sent out for machining.
- From 09:45 until 11:20, James' crew was tensioning the CB bolts at PP38S. They spent about the first hour evening out gaps between CB halves prior to bringing the bolts up to tension.
- From 10:30 until 12:00, Tony's crew was off-loading suspender ropes from a barge onto the bridge deck.



Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Wright, Doug **Diary #:** 305 **Date:** 19-May-2012 **Saturday**

- From 11:20 until 12:00, James' crew was mobilizing the tensioning equipment to PP36S for initial tensioning. During this time, I made the final CB measurements at PP38S of the gaps between CB halves, offsets to the 1.5m reference lines, circumferences, rotation line offset from top groove center, & suspender groove alignment. All of the checks were within tolerance. However, this CB also appeared to have some similar bending issues as PP38N noted above.
- From 12:00 until 12:40, Roman Granados & Bill Casey came to the site to look into the possible CB bending issue. I showed them the areas, & then we measured the gaps between CB halves along the top & bottom at each bolt location (20 total). The gaps were about 3-5mm larger near the center than the uphill & downhill edges.
- From 12:30 until 13:45, James' crew was tensioning the CB bolts at PP36S. They spent about the first 30 minutes evening out gaps between CB halves prior to bringing the bolts up to tension.
- From 12:30 until the end of the shift, Tony's crew was loading misc equipment from the bridge deck to a barge.
- From 13:45 until 14:30, James' crew was mobilizing the tensioning equipment to PP34S for initial tensioning. During this time, I made the final CB measurements at PP36S of the gaps between CB halves, offsets to the 1.5m reference lines, circumferences, rotation line offset from top groove center, & suspender groove alignment. All of the checks were within tolerance. Also, there appeared to be a smaller amount of CB bending than at PP38.
- From 14:30 until the end of the shift, James' crew was tensioning the CB bolts at PP34S. They spent about 30 minutes evening out gaps between CB halves prior to bringing the bolts up to tension. Tensioning was not yet complete at the end of the shift.
- Note on CB tensioning: At no point in during the bolt tensioning did the jack pressures exceed 17,400 psi.
- From 15:15 until 15:30, I helped Saman & Laraine take some measurements on the installed CBs in the South main-span.
- At 15:40, I left the bridge.
- From 16:15 until 16:45, I spoke with Roman Granados to give him an update of the activities from the field for today.
- From 16:15 until 16:45, I filled out the inspection checklists for the CB installation & tensioning that I inspected today.
- From 16:45 until 17:00, I did misc office work (checking email, timesheet, vehicle mileage log, etc).
- From 17:00 until 17:30, I wrote my diary for the day.

04-0120F4 Bid Item: 067 C-PWS-CBD.067 Install Cable Bands

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	APP	MORRIS ROBERSON	0.00	8.00	0.00	8.00	About 5 hrs CCO (equalizing CB gaps) & 3 hrs item work (initial tension)	<input type="checkbox"/>
Ironworker	JNM	JAMES WILKERSON	0.00	8.00	0.00	8.00	About 5 hrs CCO (equalizing CB gaps) & 3 hrs item work (initial tension)	<input type="checkbox"/>
Ironworker	APP	ROBERT MARTELL	0.00	8.00	0.00	8.00	About 5 hrs CCO (equalizing CB gaps) & 3 hrs item work (initial tension)	<input type="checkbox"/>
Ironworker	APP	JOSHUA JACKS	0.00	8.00	0.00	8.00	About 5 hrs CCO (equalizing CB gaps) & 3 hrs item work (initial tension)	<input type="checkbox"/>
Ironworker	FOR	JAMES STURGEON	0.00	8.00	0.00	8.00	About 5 hrs CCO (equalizing CB gaps) & 3 hrs item work (initial tension)	<input type="checkbox"/>
Ironworker	APP	JACOB MECHE	0.00	8.00	0.00	8.00	About 4 hrs CCO & 4 hrs item work	<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	0.00	8.00	0.00	8.00	About 4 hrs CCO & 4 hrs item work	<input type="checkbox"/>
Ironworker	APP	JONATHON BISKNER	0.00	8.00	0.00	8.00	About 4 hrs CCO & 4 hrs item work	<input type="checkbox"/>
Ironworker	APP	PABLO RAMIREZ	0.00	8.00	0.00	8.00	About 4 hrs CCO & 4 hrs item work	<input type="checkbox"/>
Ironworker	FOR	ANTHONY COSTA	0.00	8.00	0.00	8.00	About 4 hrs CCO & 4 hrs item work	<input type="checkbox"/>

Attachment



ddrRptbyBidItem

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Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Wright, Doug

Diary #: 305

Date: 19-May-2012 Saturday



Broken wire in the CB area at PP34N



Galvanizing damage to CB bolt at PP34N



Un-installing the Cable Band at PP34N



Pressure gauge at 17,400 psi at the end of CB bolt tensioning